

The Oregon Statesman

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THE WALNUT INDUSTRY IN THE SALEM DISTRICT

It is in answer to several inquiries that a review of the walnut industry in the Salem district is given in the Pep and Progress pages of The Statesman of this morning. Exhaustive articles were printed in the Salem Slogan numbers of last year and the year before.

A number of new facts are brought out this morning—For instance, it is shown that Salem is becoming more and more the assembling, marketing and shipping center of the Oregon walnut industry; not only this, but it is becoming the walnut growing center. One of the largest solid plantings in Oregon is in the Liberty district south of Salem. The oldest solid planting in the state is at Jefferson—some twelve acres producing eight tons of nuts this year, and selling at an average of about \$500 a ton—

And the largest number of new plantings in the renewed impetus that is being given the industry now are to be made in Marion, Polk and Yamhill counties—

And the great bulk of the acreage in Oregon is already in these counties, in the Salem marketing district.

The grading and sorting and sucking is to be done in Salem.

And Salem is the true Walnut City—For the trees along the curbs and on the city lots within the city limits would make up a solid planting of 60 acres, the proper distances apart on a single tract—

Much more if all the Eastern and California black walnuts were included, as they ought to be grafted over and included; in fact, are being rapidly grafted over.

No other city in this section has any near approach to the number of walnut trees.

It was estimated, two years ago, by County Fruit Inspector S. H. Van Trump, that Marion county had 1000 acres in walnut trees; to say nothing of the small plantings in city parkings and around suburban and farm residences. Walnut planting has been going on steadily ever since—though not to the extent that it will be done the coming year. So the acreage must be a good deal above 1000 now.

In writing again last year, for The Statesman of November 11, Mr. Van Trump said, among many other things—just the high lights being quoted:

"I should plow the soil at the earliest possible date to a depth of 8 to 10 inches. I would mark off my ground, locate the position of each tree, and blast each hole at a depth of three feet with one-half stick of powder. This work should be done this fall and the holes should be left open until planting time next spring. I should prepare to plant in squares of 45 feet each way with a fibert half way between each walnut; 20 walnuts and 60 fiberts per acre. During the first three or four years, beans, peas or strawberries may be grown between the rows of trees. The proper time to plant walnuts is during favorable weather in February or March, when soil is not wet. The blasted holes should be carefully filled with surface soil to within 15 inches of top of ground, being particular to get all spaces in subsoil filled and firmed. In planting the fiberts it will not be necessary to blast the holes, but they should be dug of good size and depth and the soil made very firm about the roots. Don't plant seedlings unless you propose to graft them to standard varieties later."

Mr. Van Trump recommended the Vrooman Franquette; with Swiss Mayette. He recommended grafting on California black roots.

The pioneering has been pretty well done in the walnut industry in the Salem district. The man wishing to engage in it now may profit by the mistakes of the pioneers. He has much better chances of success than they had. He has the advantages, too of better marketing conditions. There seems no reason why the walnut industry of the Salem district should not assume rapidly the proportions of an enormous industry, with many times the present acreage. It is no small industry now; nor is the money to come from it this year an amount to be despised by any means. One thing, it will be a lasting industry. The man who plants a walnut tree plants for himself and his children and his children's children, on down through the generations. The walnut tree never grows old. Only its heart wood is old. Its outer growth is renewed and increased every year.

The efficiency of the Valley Motor Company organization in Salem is a splendid representation of Ford efficiency as it is now known the world over. The illustrated article in this issue of The Statesman, describing the operations of this Salem Ford and Fordson organization, is well worth reading in full.

BITS FOR BREAKFAST

Walnuts for wealth. That sounds like an apt alliteration. Salem is the walnut center, without question, now, and growing more so all the time. They will likely know more about the threatened strike today. Oh, yes, it rains some times in Oregon. And between the showers and the sunshine and the soil, the possibilities for agricultural wealth in the Salem district, with the proper crops and combinations, are the greatest of any country on the green earth.

FUTURE DATES

October 30, Sunday—Laying cornerstone of new Salem hospital. November 5, Saturday—Examinations of National Guardsmen for entrance to West Point, Salem Armory. November 8, Tuesday—Special election in Polk county on \$70,000 road tax levy. November 8, Tuesday—Admiral Mayo to address Kiwanis Club. November 5, Saturday—Semi-annual meeting of Marion county Parent-Teacher association, High school. November 5, Saturday—Football, Willamette vs. Pacific university. November 21, 22 and 23—Marion county Teachers Institute. December 4, Sunday—Elks Memorial service, Grand Theater.

Some of the farmers were saying, a few days ago, that their ground was too dry for plowing. They are now fully satisfied in this respect.

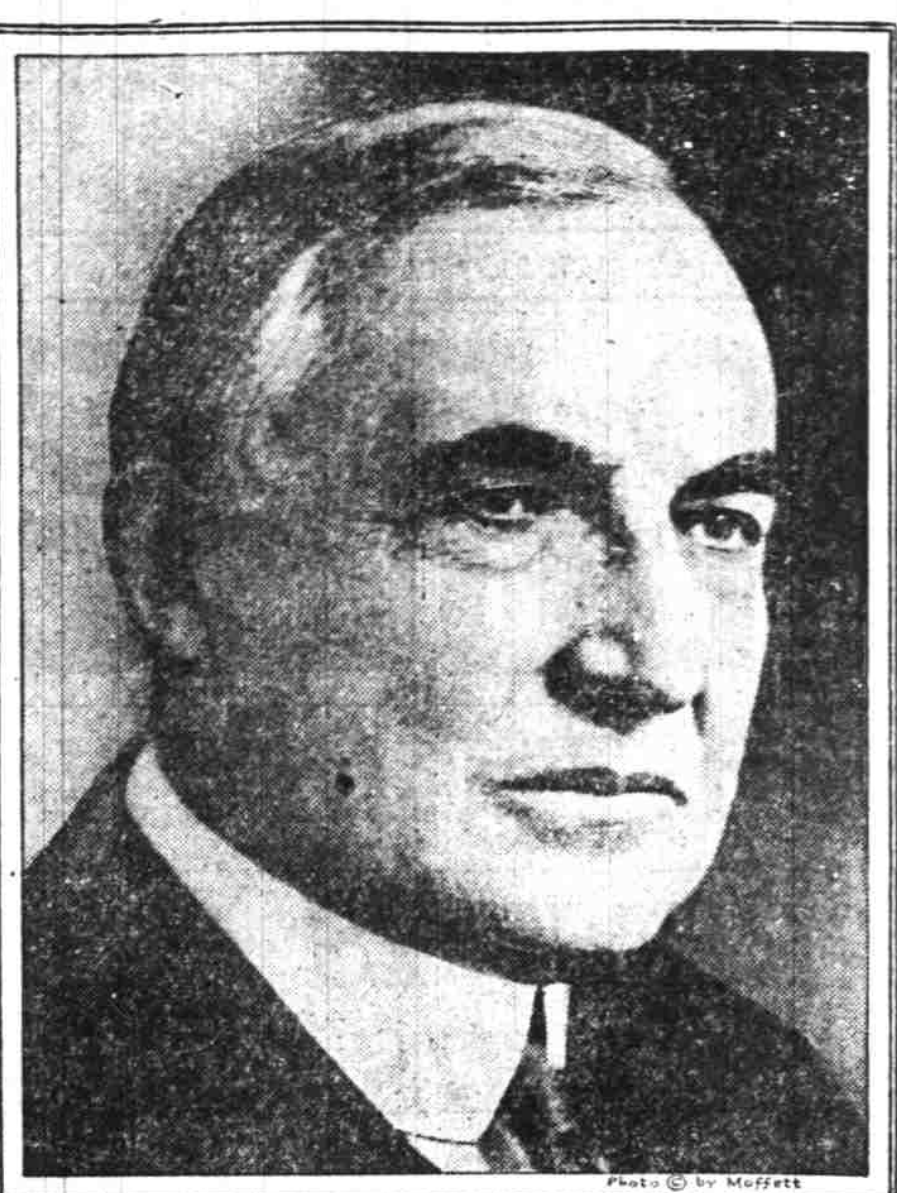
Legislation in the United States senate is now accomplished by blocs. What is the matter with having a bloc to jam the tariff and tax bills through? But a plain steam roller would look better.

Disputants have been trying to find out what church Lloyd George belongs to. He himself says he is a member of the Disciples of Christ, but attends the Baptist chapel. It should perhaps be added that he has a hand in the affairs of the Church of England.

BANK CLOSED

OBERT, Neb., Oct. 25.—The Obert State bank was closed here today by P. L. Zuelo, Nebraska state bank examiner. The loss, it is estimated, will amount to from \$20,000 to \$70,000. The bank's difficulty is attributed to bad loans and depleted reserves, according to Mr. Zuelo.

PRESIDENT TO BACK LABOR BOARD.



President Harding has decided that railroad executives and brotherhood chiefs must be forced to obey the decisions of the Railway Labor Board.

LAWYERS ARE HIT BY FORD

Manufacturer Goes into Details of Operation of Railroads, Gives Plan

STOCKHOLDERS SCORED

Rips into Top-Heavy Overhead Expenses and Outlines Cost of Own Road

WASHINGTON, Oct. 25.—Henry Ford, writing in the official publication of the Chamber of Commerce of the United States, tells how he would run a big railroad. Mr. Ford's operation of his own road, the Detroit, Toledo and Ironton, has been the subject of much discussion.

First of all, he says, he would get rid of the individual stockholders, whom he considers a parasite; then he would turn to lighter rolling stock and finally "fire useless employees, especially the lawyers."

Finance is a failure, he says, is a failure, and the roads spend money uselessly in red tape, particularly in accounting.

"Real purposes of a railroad," he writes, "are to serve the public. There is no reason why it should be diverted from that service and set to putting money into the pockets of stockholders who make no contribution to the road's operation. The public pays these dividends. They are a tax on the people."

"There is a possible and practical system of financing railroads by which those contributing money will be in possession of the undertaking. If the brakeman on a railroad owns stock in it he has an additional inducement to competent service. If the railroad is a success it is due to him and his fellow workmen and they are entitled to the profit."

Must Be Popular "Railroads should not have to go to banks for money. They can be otherwise financed. The first thing is to make a railroad work. Make it possible for people to use the roads as they want to. There will be no trouble about finances. The trouble is that we start with finance and expect finance to make the road go. Finance can't do that. Finance is a failure."

If such a course were attempted we could expect a great outcry for the protection of invested capital. It would be said that people had bought those stocks for the financial protection of their families, their children. Protection from what? From the necessity of earning their living. Their children would be no better off if they had to finance themselves. Proper financing would, of course, be easier on new roads. On the old ones, however, it should be possible to retire the parasite, the non-contributing stockholder, and get the ownership into proper hands.

Reduce Rolling Stock "After removing this dividend drain, the second step would be to remove the great physical burden of the railroads—the needless weight of its rolling stock. A freight train is several times the weight of the load it carries and a passenger train is 20 times as heavy. The cost of pulling empty trains is needlessly large.

On the Detroit, Toledo & Ironton the old types of engines and cars will be displaced by better types. Our patents will guarantee free use of ideas. We will never proceed against anybody for infringement of our patents.

The third step would be that of expediting the journey of the freight carrier. By speeding up our freight over the preliminary part of its journey on the D. T. &

we have shortened the time of its delivery by from seven to 14 days. This means we carry on our books \$20,000,000 less undelivered product than otherwise. "Most railroads have enough lawyers working for them to operate them if they were engaged in useful work. One of the first things is to dispense with the legal staff. A well managed road needs less of that sort of service. The lawyers are mostly in the claims department, one of the most wasteful branches of railroad operation. Any claim against a railroad is likely to knock about the claims department for weeks or months, to cost many times as much as it would to pay it. Proper organization would lead at the time its first presented to establishing the facts about it and settling it on the basis of justice. It would keep all the detail off the books. "Bookkeeping of railroads is complicated far beyond all necessity. We have simplified this department, reduced its cost and have transformed it into an actual help instead of a vexation and a burden. How did we do it? By viewing the proposition as a service to the users of railroads and making everything fit into that, instead of having the fear of stockholders and dividends before our eyes. Our faith in that service will pay. Finance does not come first. Work comes first. "We don't claim to have anything new in railroading yet. We have only taken the old system of operation and cut off its obvious absurdities. Even the old system, brought up to efficiency would be an immense change. We have simply cut out the loafing of mfn. engines and cars. There is no mystery or magic about it. Anyone can do it. If the introduction of plain every day good management will create such a change, what may we not expect from really new ideas? "I don't like to appear as criticizing any railroad manager. We have never done so. With their stockholders on their backs and their banker bosses who don't know anything about railroading what can they do? They must be liberated from the present system. And you can't do that by giving them \$500,000,000 to perpetuate the present bad system either."

SALES OF FUEL ARE FOOTED UP

Statement by Secretary of State Shows Consumption of Gasoline

During the month of September sales of gasoline in Oregon reached a total of 5,329,302.4 gallons, while for the same month of last year the sales aggregated 4,617,259 gallons, according to a statement of the secretary of state.

Taxes paid by the distributors for the month aggregated \$54,567.65 under the law of 1919, and \$55,842.26 under the law of 1921, making a total of \$110,409.91.

Total receipts of the state treasury to date, on account of the tax on sales of gasoline, distillate and other motor vehicle fuels, aggregate \$1,559,070.53," says the statement. "Since March 1, 1921, when the refund provision of the tax laws first became effective, warrants have been issued in the total sum of \$13,000, representing rebates payable on account of motor vehicle fuel having been purchased and used for the operation of farm tractors, motor boats, for cleaning clothing, and for other commercial purposes. The law provides that taxes paid on motor vehicle fuels by the oil distributors shall be refunded to the individual purchaser upon presentation of an affidavit showing the fact that such fuels were purchased and used for purposes other than in the operation of motor vehicles upon the public highways. Claims for refunds must, however, be filed within 90 days from the date of purchase, and the original invoices must be attached in all cases. The secretary of state has a supply of the regular forms for filing refund claims available for distribution upon request.

Moneys produced by the tax on motor vehicle fuels are credited to the state highway fund, and are used for the construction and maintenance of state highways."

SILVERTON WILL GREET Y.M.C.A.

Plans for County Convention Include Banquet at Christian Church

Plans for the Marion county Y. M. C. A. convention are rapidly taking shape. B. T. Yonel of Silverton, chairman of the convention committee, has completed arrangements for the convention dinner which is to be served in the dining room of the Silverton Christian church at 6:30 o'clock Friday evening, October 28.

TRY SULPHUR ON AN ECZEMA SKIN

Costs Little and Overcomes the Trouble Almost Over Night

Any breaking out of the skin, even itery, itching eczema, can be quickly overcome by applying Mentho Sulphur, declares a noted skin specialist. Because of its germ destroying properties, this sulphur preparation instantly brings ease from skin irritation, soothes and heals the eczema right up and leaves the skin clear and smooth.

It seldom fails to relieve the torment without delay. Sufferers from skin trouble should obtain a small jar of Mentho Sulphur from any good druggist and use it like cold cream.—Adv.

Try This for Indigestion. Foley Cathartic Tablets are just the thing for constipation. Their action is wholesome and thoroughly cleansing, without griping, nausea or inconvenience. They banish biliousness, headache, bloating, gas, bad breath, coated tongue and other symptoms of disordered digestion. Mrs. H. J. Marchard, 36 Lawrence street, Salem, Mass., writes: "I used Foley Cathartic Tablets for constipation with good results. I keep them in the house." Sold everywhere.—Adv.

BEVY OF FAIR CHINESE STUDENTS.



These young women are in the United States from the Flowery Kingdom to complete their education. A cousin is in a university in Edinburgh, Scotland.

Plates will be served. The women of the church have established an enviable record for serving dinners. This will be up to record.

W. W. Dillon of Portland, executive secretary of the Y. M. C. A. of Oregon and Idaho, has advised that he will be present in response to the invitation extended him by the convention committee.

With delegates in attendance from towns throughout the county, a successful convention is anticipated. One of the principal items of business will be the election of a county committee to direct the work this year. President W. J. Kerr of Oregon Agricultural college, will give the closing address.

MINISTER BARRED.

SANTA ROSA, Cal., Oct. 25.—Rev. John W. Spencer, serving a life term in San Quentin penitentiary, was formally dismissed

from the ministry today by action of the Presbytery of Benicia, which embraces the Presbyterian churches in counties north of San Francisco bay. Dismissal was based on Spencer's recent conviction of wife murder.

Yes it's toasted, of course. To seal in the flavor—



Advertisement for Bligh Theatre featuring Constance Talmadge in 'In Search of a Sinner' for 15 cents.

Large advertisement for Buster Brown Shoe Store featuring 'New Arrivals in The New Oxfords for Street Wear'.

Advertisement for Grand One Night Oct. 31st at the Grand Theatre featuring 'America's Supreme Delight' and 'Robin Hood'.